

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 02/15/2001

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|--|------------|-----------------------------|-------------------------|-------------------------|
| ANC98LA018 File No. 275 | 01/30/1998 | PORT HEIDEN, AK | Aircraft Reg No. N9316F | Time (Local): 17:00 AST |
| <div style="display: flex; justify-content: space-between;"><div><div>Make/Model: Cessna / 208A</div><div>Engine Make/Model: P&W / PT-6A</div><div>Aircraft Damage: Destroyed</div><div>Number of Engines: 1</div><div>Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi</div><div>Name of Carrier: PENINSULA AIRWAYS, INC.</div><div>Type of Flight Operation: Non-scheduled; Domestic; Cargo</div><div>Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter</div></div><div><div>Fatal</div><div>Crew</div><div>Pass</div></div><div><div>Serious</div><div>0</div><div>0</div></div><div><div>Minor/None</div><div>1</div><div>0</div></div></div> | | | | |
| <div style="display: flex; justify-content: space-between;"><div><div>Last Depart. Point: PORT HEIDEN , AK</div><div>Destination: CHIGNIK , AK</div><div>Airport Proximity: Off Airport/Airstrip</div></div><div><div>Condition of Light: Day</div><div>Weather Info Src: Pilot</div><div>Basic Weather: Visual Conditions</div><div>Lowest Ceiling: 1500 Ft. AGL, Overcast</div><div>Visibility: 3.00 SM</div><div>Wind Dir/Speed: 260 / 006 Kts</div><div>Temperature (°C): -7</div><div>Obstr to Vision:</div><div>Precipitation: Freezing Rain</div></div></div> | | | | |
| Pilot-in-Command | | Age: 47 | Flight Time (Hours) | |
| Certificate(s)/Rating(s) | | Total All Aircraft: 15000 | | |
| Airline Transport; Commercial; Multi-engine Land; Multi-engine Sea; Single-engine Land | | Last 90 Days: 226 | | |
| Instrument Ratings | | Total Make/Model: 4500 | | |
| Airplane | | Total Instrument Time: 1600 | | |

The pilot departed in visual meteorological conditions of three to four miles visibility with high ceilings. He stated the airplane encountered freezing rain about five miles south of the airport while in cruise flight at 1,200 feet msl, and rapidly accumulated ice on the airframe, wings, and windshield. The pilot said he initially changed altitude in an attempt to exit the icing conditions. Ice accumulation continued, so he elected to return. While maneuvering to land at the airport, the airplane was unable to maintain altitude at full engine power. He said that any angle of bank resulted in the onset of prestall buffet, so he decided to land on a frozen lake south of the airport. He said that the airplane did not reach the lake, 'mushed into the ground,' and during the flare/touchdown, the left wing stalled. The pilot did not have access to the official weather prior to departure. The National Weather Service contracted observer, made his observation from a location about five miles south of the official weather station at the airport. The FAA AWOS-3 was inoperative. Examination of the airplane after the accident revealed a 1/2 inch layer of clear ice covering all the upper and lower airfoil surfaces of the airplane, from leading edges to between 1/3 and 1/2 of the chords. All antennas were coated with approximately 1/2 inch of clear ice. The airplane was not equipped with ice protection equipment except for pitot heat and windshield heat.

Brief of Accident (Continued)

ANC98LA018

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01/30/1998

PORT HEIDEN, AK

Aircraft Reg No. N9316F

Time (Local): 17:00 AST

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
 2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - FREEZING RAIN
 4. AIRFRAME - ICE
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. AIRCRAFT PERFORMANCE - DETERIORATED
 6. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 7. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

8. TERRAIN CONDITION - TUNDRA

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's inadequate in-flight decision resulting in airframe ice accumulation to the extent that degraded aircraft performance and insufficient airspeed occurred followed by a stall. Contributing factors were freezing rain and icing conditions.